[redacted]

BASIC IMAGERY
INTERPRETATION
REPORT

NATIONAL PHOTOGRAPHIC
INTERPRETATION CENTER

TAGANROG AIRFRAME PLANT DIMITROV 86

25X1A [redacted]

STRATEGIC WEAPONS INDUSTRIAL FACILITIES
USSR
APRIL 1970

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INSTALLATION OR ACTIVITY NAME	COUNTRY
Taganrog Airframe Plant Dimitrov 86	UR

25X1A

UTM COORDINATES	GEOGRAPHIC COORDINATES	[redacted]
NA	47-11-54N 038-52-21E	

MAP REFERENCE

SAC. US Air Target Chart, Series 200, Sheets 0249-3, -8, scale 1:200,000

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[redacted]

NEGATION DATE (If required)
NA

ABSTRACT

Taganrog Airframe Plant Dimitrov 86 is the only known producer of seaplanes in the USSR. Plant 86 is currently producing the MAIL (BE-12), a twin-turboprop amphibian, and is also associated with production of the twin-turboprop CUFF (BE-30) short-haul transport.

Major facilities at the plant include a large administration/engineering building, a large engineering workshop, a main assembly building, and a large final assembly hall. These facilities are supported by numerous workshops, warehouses, administration buildings, and utility/general support structures.

This report includes a detailed construction chronology, a location map, a line drawing, a photograph, mensural data, and reference data.

INTRODUCTION

Taganrog Airframe Plant Dimitrov 86 is located in the southwest suburbs of Taganrog, USSR (Figure 1). The plant is situated on the north shore of Taganrogskiy Zaliv (bay), the extreme northeast projection of the Black Sea.

This plant is the only known producer of seaplanes in the USSR. It is also reported to be the location of the G. M. Beriyev Experimental Design Bureau (OKB).[1]

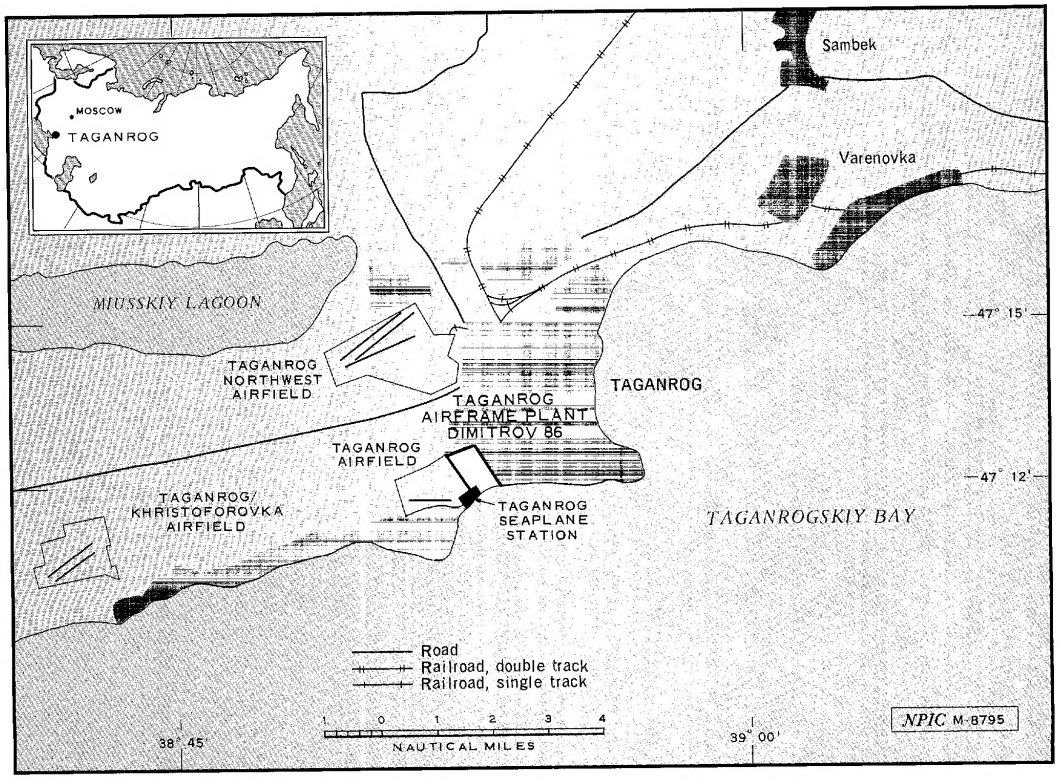

FIGURE 1. LOCATION MAP

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Plant 86 was an operational aircraft production plant prior to 1940, and the plant facilities sustained extensive damage during World War II. Reconstruction efforts undertaken in the [redacted] resulted in restoration of the original facilities by the early [redacted] New construction and expansion of facilities probably began in the [redacted] and continued at a moderate level through [redacted] Since then, construction activity has been directed primarily toward the completion of those buildings on which construction had been started. Several small sheds and support structures have been the only new building construction since [redacted]

Taganrog Seaplane Station [redacted] is located on the eastern perimeter of the plant area (Figure 2). The station functions as a test and flyaway base for Plant 86. A serviceable concrete ramp-type taxiway connects the seaplane station to both the plant and the airfield. The seaplane station consists of a large concrete parking apron, a large maintenance/repair hangar, six support buildings, and an administration/barracks complex. Two concrete ramps provide access to Taganrogskiy Bay.

Taganrog Airfield [redacted] also a test and flyaway base for Plant 86, is located adjacent to the west side of the plant (Figure 2). A serviceable concrete taxiway at the eastern end of the airfield provides the connection between the plant and the airfield. The airfield consists of a natural surface landing strip approximately 1,585 meters (5,200 feet) long and 61 meters (200 feet) wide. A sod taxiway connects the airfield to the support facilities located at the east end of the landing strip. The support facilities include POL handling facilities, four parking aprons, administration facilities, repair and maintenance facilities, and general storage/support structures. Airfield electronics consist of a BAR LOCK radar and several mobile electronics vans.

BASIC DESCRIPTION

Physical Features

The major elements of Plant 86 (Figure 3) include four major production buildings, ten administration/engineering buildings, 19 warehouses/utility sheds, 24 workshops, ten repair and maintenance buildings, and three heating plants. These buildings are supported by numerous small structures. The plant and associated facilities cover an area of approximately 294 hectares (727 acres).

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The present floorspace of Plant 86 totals approximately [redacted] A functional distribution of the support floorspace is presented in the following tabulation:

Production buildings/workshops	[redacted]
Administration/engineering buildings	
Warehouses/utility buildings	
Repair/maintenance buildings	
Miscellaneous buildings	

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Functional descriptions, dimensions, and construction timing for the buildings of Plant 86 are presented in Table 1, which is keyed to Figure 3.

Construction Chronology

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Plant 86 was probably constructed during the late 1920s. Photography [redacted] indicated that Plant 86 was an operational aircraft production plant consisting of 18 buildings and numerous support structures. The administration/engineering building (item 17, Figure 3 and Table 1), the main assembly building (item 30c, d, e), and a large forge/foundry (item 36) were the major buildings

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Table 1. Taganrog Airframe Plant Dimitrov 86
(Keyed to Figure 3)

Item	Description	Remarks
1	Vehicle maint bldg	
2 a	Admin/security bldg	Main section of bldg is 2 stories
b	Admin/security bldg	Main section of bldg is 2 stories
3	Admin/security bldg	
4	Admin/security bldg	
5	Admin/engineering bldg	Main section of bldg is 4 stories
a	Vehicle parking & maint garage	4 stories; enlarged
6	Utility bldg	
7	Admin bldg	
8	Warehouse	
9	Repair & maint hangar	
10	Warehouse	
11	Workshop	
12	Admin/barracks complex	2 stories
13	Admin bldg	4 stories
14	Admin bldg	
15	Vehicle maint bldg	Main section is 3 stories
16	Admin/security bldg	4 stories
17	Admin/engineering bldg	3 stories; original pre-WWII bldg
18	Engineering workshop	
a	Engineering lab & admin section	Single story
b	Heating plant/foundry section	
c	Workshop/test section	
19	Hangar/workshop	
20	POL transfer station	
21	Barracks/admin bldg	3 stories
22	Repair & maint hangar	
23	Admin bldg	
24	Warehouse	
25	Vehicle maint bldg	
26	Workshop	
27	Warehouse	
28	Warehouses (4)	
29	Admin bldg	
30	Main assembly bldg	
a	Prob engineering/ machine shop addition	
b	Assembly hangar section	
c	Admin section	3 stories; c, d, & e original pre-WWII bldg
d	Assembly section	
e	Final assembly section	
f	Warehousing & storage section	
31	Final assembly hall	
a	Admin/engineering section	3 stories
32	Repair & maint hangar	
33	Repair & maint hangar	
34	Utility bldg	
35	Heating plant	
36	Forge/foundry	Original pre-WWII bldg
37	Workshop	
38	Engineering workshop	
39	Admin bldg	Single story
40	Engineering workshop	
41	Vehicle repair & maint garage	
42	Workshop	
43	Warehouse	
44	Workshops (2)	
45	Transshipment bldg	
46	Admin bldg	
47	Warehouse	
48	Machine shop	
49	Workshops (2)	
50	Vehicle repair & maint bldg	
51	Workshop	
52	Machine shop	Bldg has 3-story admin/ eng section
53	Warehouses (2)	
54	Heat treatment bldg	
55	Forge/foundry	
56	Warehouse	
57	Prob heating plant	
58	POL storage tank	Semiburied, earth mounded, vented
59	Prob POL pumping & metering station	
60	Warehouse	
61	POL storage tank	
62 a, b	Workshop	
63	Workshop	
64	Workshop	
65	Workshop	
66	Workshop	
67	Workshop	
68	Unid walled area (8 bldgs)	
69	Warehouse	
70	Warehouse	
71	POL storage tank	
72	Warehouse	
73	Vehicle repair & maint bldg	
74	Workshop	
75	Workshop	
76	Warehouse	
77	Warehouse	
78	Warehouse	
79	Warehouse	
80	Woodworking shop	
81	Heating plant	Stack is [redacted] high
82	Warehouse	
83	Warehouse	
84	Warehouse	
85	Warehouse	
86	Warehouse	
87	Warehouse	

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present prior to mid-1943. Other early construction included seven workshops (items 37, 40, 51, 64, 65, 67, and 75), a small forge/foundry (item 55), a barracks/administration building (item 21), and a small aircraft repair maintenance hangar (item 22). Six warehouses (items 27, 28, and 56) and numerous small structures, used for general support activities, had also been constructed prior to World War II.

Plant 86 was partially destroyed during World War II and was restored and enlarged in the postwar years.

25X1D [redacted]

25X1D The first postwar photography of Plant 86 was obtained in [redacted]
25X1D Comparison of this photography with [redacted] indicated that much of the construction effort in the postwar years had been in the restoration and reconstruction of those plant facilities destroyed during the war. Many of the buildings, such as the large hangar/workshop (item 19), a warehouse (item 28), and a workshop (item 37), were rebuilt in their original configuration. Several buildings, including the main assembly building (item 30) and the transshipment building (item 45), were enlarged by the construction of new sections.

25X1D Between [redacted] new construction included two administration buildings (item 5 and 46), four administration/security buildings (items 2b, 3, 4, and 16), and an administration/barracks complex (item 12). Construction of production-related buildings included a machine shop (item 48), seven workshops (items 11, 26, 44, 49, and 66), and a probable heat treatment plant (item 54). General support-type structures, including seven warehouses (items 47, 53, 56, 72, 77 and 79), a heating plant (item 35), three vehicle maintenance buildings (items 1, 15, and 25), and a woodworking
25X1D shop (item 80), were also constructed between [redacted] An aircraft repair and maintenance hangar (item 33), a probable POL pumping and metering station (item 59), and an underground POL storage tank (item 58) were also added.

The initial construction of the large final assembly hall (item 31) and the aircraft repair and maintenance hangar (item 9) was also observed.

25X1D By [redacted] the floorspace of Plant 86 had reached [redacted]
25X1D [redacted]
25X1D [redacted]
25X1D [redacted]

25X1D New construction from [redacted] accounted for 21 buildings, scattered throughout the plant area. A utility building (item 6), two administration buildings (items 23 and 29), a small warehouse (item 24), and an aircraft repair and maintenance hangar (item 32) were constructed in the southeast area of the plant. Two new buildings, a small administration building (item 39), and a small workshop (item 42) were also constructed in the southeast area.

Most of the new construction took place in the northwest plant area. Three warehouses (items 60, 70, and 76), a small workshop (item 74), and a POL storage tank (item 71) were constructed. An unidentified walled area (item 68)--containing a small administration building, a small support building, and six probable livestock pens--was also constructed in the northwest area of Plant 86. Four warehouses (items 83-86) were constructed adjacent to the carpentry shop in the extreme northwest corner of the plant.

25X1D The large repair and maintenance hangar (item 9) observed under construction in [redacted] had been completed by [redacted] A probable engineering/machine
25X1D shop section (item 30a) was added to the main assembly building (item 30). Construction was continuing on the new final assembly hall. The large machine shop (item 52) was observed in the initial stages of construction.

25X1D Construction between [redacted]
25X1D [redacted] of floorspace, bringing the floorspace of Plant 86 to [redacted]
25X1D [redacted]
25X1D [redacted]

25X1D [redacted]

25X1D The most significant construction from [redacted] was the completion of two major production buildings--the final assembly hall (item 31) and the
25X1D large machine shop (item 52). The final assembly hall, under construction since [redacted]
[redacted] to the production area of the plant
25X1D [redacted] to the
administration/engineering floorspace. Completion of the large machine shop (item 52),
25X1D under construction since [redacted] increased the production area of Plant 86 by [redacted]
25X1D [redacted] The administration/engineering section of the building
25X1D probably contains [redacted] of floorspace.

During this time, nine buildings were constructed, three buildings were enlarged, and the initial construction for two more buildings was undertaken. The new buildings included five warehouses (items 8, 43, 69, 78, and 82), a POL transfer station (item 20), an engineering workshop (item 38), a small administration building (item 7), and a heating plant (item 81).

The main administration/engineering building (item 5) was enlarged by the addition of a multistory administration/engineering wing. Further enlargement of this building consisted of the addition of a vehicle parking and maintenance garage (item 5a). A warehousing and storage section (item 30f) was constructed as an addition to the main assembly building. An additional storage area and a small administration section were added to the transshipment building (item 45).

25X1D Excavations for and the initial construction of a small probable heating plant (item 57) and a small workshop (item 62a) were observed during the latter half of [redacted]
25X1D Construction from [redacted] increased the floorspace of
25X1D Plant 86 by [redacted] increasing the total floorspace to
25X1D [redacted]

25X1D [redacted]

25X1D Construction activity from [redacted] was extremely limited.
The small probable heating plant (item 57) and the small workshop (item 62a) started in
25X1D [redacted] were completed by [redacted] A second small workshop (item 62b) and a small underground POL storage tank (item 61) were constructed north of the new heating plant. Additional construction consisted of the enlargement of a forge/foundry (item 67) and the
25X1D erection of several small support structures.
25X1D By [redacted] Plant 86 had a total floorspace of [redacted]
25X1D [redacted]

Production

25X1D Production of seaplanes began at Plant 86 in the [redacted] was disrupted during World War II, and was resumed in the immediate postwar years. Plant 86 has produced the MADGE (BE-6) and the MALLOW (BE-10) and is currently producing the MAIL (BE-12). It is also involved with the production of the CUFF (BE-30).

The MAIL (BE-12) is a twin-turboprop maritime reconnaissance amphibian which
25X1D probably will be employed in an antisubmarine warfare (ASW) role. The production rate for this aircraft was estimated to have reached 1.5 aircraft per month through the [redacted]
25X1D [redacted] Approximately 65 MAIL (BE-12) had been produced by [redacted]
25X1D
The CUFF (BE-30), a short-haul, twin-turboprop light transport, was first observed at
25X1D the plant in [redacted] This sighting, coupled with the fact that Plant 86 is the only known producer of Beriev-designed aircraft, could indicate that the CUFF (BE-30) will be
25X1D produced at Plant 86. The number of prototype CUFF was estimated to be four, as of [redacted]
25X1D [redacted]

Essential Services

Rail service for Plant 86 is provided by a branch of the Moscow/Rostov-Na-Donu rail line. The branch line enters at the northwest corner of the plant area and immediately forks into two main (eastern and northern) spur lines. The eastern spur runs southward along the eastern perimeter of the plant and terminates at the transshipment building (item 45). A short spur from the eastern line serves the warehousing and shop area in the northern part of the plant. The northern spur runs westward toward the airfield and then curves southward to terminate near the parking apron at the southern end of the final assembly hall (item 31). A short spur from the northern line serves the woodworking area in the northeast corner of the plant.

The network of primary and secondary roads connecting the plant and the surrounding area is a system of improved all-weather roads. Improved fair-weather roads and easy access trails are present throughout the area and supplement the main road network.

Water transportation is available at the port facilities in Taganrog. Plant 86 has both rail and road connections to the port facilities.

Taganrog Airfield and Taganrog Seaplane Station probably provide air service for Plant 86, probably for movement of personnel and small essential cargos.

Electrical service is probably provided by the large substation in Taganrog. This substation is located approximately 1.2 nautical miles east of the plant. A small substation is located in the northern part of the plant area.

Security

Security for Plant 86 is provided by a combination of man-made and natural barriers. A security fence defines the northern, western, and southern limits of the plant. The northern and southern legs of the fence probably terminate at a point several yards offshore. The eastern limit of Plant 86 is defined by the shoreline of Taganrogskiy Bay, which serves as a natural security barrier.

Most vehicular and pedestrian traffic probably enters the plant area through the large main gate in the northeast corner of the plant. All rail traffic enters through a controlled entrance in the northwest corner of the plant area. Pedestrian and vehicular traffic is also admitted to the plant area through controlled entrances in the western and southern fences. A rail access is under construction in the western fence.

Access to the plant area from the east would be through the seaplane station. Although no security measures are evident, it is possible that the personnel of the seaplane station provide security for the eastern perimeter of the plant area.

REFERENCES

IMAGERY

25X1D [redacted]

MAPS OR CHARTS

SAC. US Air Target Chart, Series 200, Sheets 0249-3, -8, scale 1:200,000

DOCUMENTS

1. FTD-CR-09-1-67, *Aerodynamic Vehicles (Designers) - USSR (U)*, p. 527, T67-10908, 25 Jul 68 (SECRET)
2. DIA. SSO-AP-410-2-2A-69-INT, *Foreign Aircraft Production (FOAP) Communist World (U)*, Jul 69 (TOP SECRET UMBRA)

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RELATED DOCUMENT

CIA. PIR-75079, TCS-1094/67, *Taganrog Airframe Plant Dimitrov 86, Taganrog, USSR,* [redacted] Feb 67 (TOP SECRET RUFF)

REQUIREMENT

COMIREX J02
NPIC Project 220362

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